



CITIZENS ADVISORY COMMITTEE

March 25, 2009

6:30 – 8:00 p.m.

McCloskey Room (#135)

Suggested Time:

- 6:30 PM I. Call to Order
- II. Approval of Minutes:
A. February 25, 2009
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
- V. Reports from the MPO Staff
- 6:45 PM VI. Old Business
A. TIP Amendments
a. American Recovery and Reinvestment Act Projects
(*Recommendation Requested*)
i. Monroe County projects
ii. City of Bloomington projects
iii. Town of Ellettsville
B. Long Range Vision Statement/Project Prioritization Discussion
- 7:30 PM VII. New Business
A. TIP Amendments
a. Bloomington Transit Operational Assistance
(*Recommendation Requested*)
B. Ball State Student Study Discussion
- VIII. Communications from Committee Members (*non-agenda items*)
A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
A. Policy Committee (special meeting) – April 3, 2009 at 1:30pm (McCloskey Room)
B. Technical Advisory Committee – April 22, 2009 at 10:00 a.m. (McCloskey Room)
C. Citizens Advisory Committee – April 22, 2009 at 6:30 p.m. (McCloskey Room)
- 8:00 PM Adjournment

Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

DRAFT Citizens Advisory Committee Meeting Minutes
February 25, 2009 McCloskey Conference Room 135, City Hall

Citizens Advisory Committee (CAC) Minutes are transcribed in a summarized outline manner. Audio recordings from the meeting are available in the Planning Department for full reference.

Attendance

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), Vice-Chair Patrick Murray (Prospect Hill NA), John Kehrberg (Citizen), Sarah Ryterband (Prospect Hill NA), Ted Miller (citizen), Elizabeth Cox-Ash (McDoel Gardens NA), David Walter (6th & Ritter NA), Buff Brown (BTOP), and Jerry Stasny (Old Northeast NA).

Others In Attendance (including Non-Voting CAC Members): Joanne Henriot (Bryan Park NA), Randy G. Paul (citizen), Regina DiLamore (Environmental Commission), Larry Jacobs (Chamber of Commerce), Jay Mitchell (INDOT), Jerry Halperin (INDOT), David A. Butts (INDOT), Jim Peyton (Michael Baker Group), Mary Jo Hamman (Micheal Baker Group), Janice Osadcuk (FHWA), Josh Desmond (BMC MCO Staff), and Raymond Hess (BMC MPO Staff).

I. Call to Order (~6:30 PM)

II. Election of Officers

Jack Baker asked if there were any nominations for the position of Chair and Vice-Chair. He indicated a willingness to be chair and Patrick Murray expressed interest in being vice-chair. Jack Baker was elected Chair by a vote of 9-0. Patrick Murray was elected Vice-Chair by a vote of 9-0.

III. Approval of Minutes

The minutes from the November 19, 2008 meeting were accepted by the CAC.

IV. Communications from the Chair

Mr. Baker reported that the Policy Committee adopted the Complete Streets Policy on January 9, 2009 by a vote of 8-4. Mr. Baker explained why some Policy Committee members voted against the policy. This largely had to do with timing of the policy in relation to a new INDOT initiative as well as uncertainty about the preference of some elected officials.

V. Reports from the Officers and/or Committees - There were no reports.

VI. Reports from the MPO Staff

Mr. Hess presented the Progress Report for the 2nd Quarter of FY 2009. In response to Mr. Baker's question, Mr. Hess explained that money is available for the City to complete the W. 2nd Street Corridor Study but that the City has not moved forward on this project for over a year. Mr. Baker also urged the Committee to continue formulating project ideas for a student design study with Ball State University. Mr. Miller asked about the status of the North Campus Area Study. Mr. Hess explained that IU chose a consultant and that the project would begin soon. Mr. Murray stated that IU has completed the campus master plan and will publish it in March.



VII. Old Business – There was no old business

VIII. New Business

A. Census Tract Boundary Delineation

Mr. Desmond explained that the Census Bureau is making modifications to census tract and block boundaries in preparation of the 2010 Census. Boundaries need to be adjusted so that census tracts and blocks meet recommended thresholds for housing units, population values or both. City and County staff are working with the US Census Bureau to help with these modifications and the invitation is extended to anyone involved in the MPO who would also like to participate.

B. Transportation Improvement Program Amendments

a. Safe Routes to School Grant Award (MCCSC)

Mr. Hess reported that the Monroe County Community School Corporation successfully garnered \$75,000 to conduct safe routes to school travel plans at seven local schools. The project needs to be added to the Transportation Improvement Program (TIP) before funds can be spent. Ms. Ryterband made a motion that the project be added to the TIP. Mr. Walter seconded the motion and it passed unanimously.

b. Highway Safety Improvement Program Grant Award (Bloomington)

Mr. Hess explained the MPO awarded the City of Bloomington \$564,300 in Highway Safety Improvement Program (HSIP) funds to make improvements to the intersection of Atwater Avenue and Henderson St. A TIP amendment is warranted to update costs and funding sources for this project. Mr. Miller made a motion to amend the TIP to update costs for the Atwater/Henderson project. Mr. Kerhberg seconded the motion. The motion carried 8-1. Mr. Brown voted against the amendment because of the left turn lane on Atwater Ave.

c. I-69 Hardship right-of-way acquisition (1 parcel) (INDOT)

Mr. Desmond explained that INDOT wishes to acquire one parcel at the southwest corner of Tapp Rd. and SR 37. This is a hardship acquisition because the property owner has demonstrated financial hardship and been unable to sell the property because of the impact of I-69 on this property. Mr. Butts explained that the house would be demolished after the site is acquired and INDOT would maintain the property. In response to a question from Mr. Murray, Mr. Butts stated that this section of I-69 is not funded and therefore does not have an implementation timeline. Mr. Brown recused himself from voting since he works for INDOT. Mr. Walter made a motion to adopt the project into the TIP. Ms. Cox-Ash seconded the motion. Mr. Murray stated he would support the amendment for the sake of the property owner and not because he supports I-69. The motion passed 7-0-1. Ms. Ryterband abstained because her opposition to I-69 prevented her from voting for the project.

d. Economic Recovery and Reinvestment Act Projects

Mr. Hess explained that the American Recovery and Reinvestment Act (ARRA) will provide added funds for transportation projects within the urbanized area. INDOT will receive its own allocation of stimulus funds which it may choose to invest in this area. Transit providers will be provided with ARRA funds directly through a formulaic distribution, similar to how they



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currently receive federal transit subsidies. Additionally, the BMCMPO will receive approximately \$2.7 million in additional Surface Transportation Program (STP) funds. Projects must be shovel-ready and follow all applicable federal guidelines. Ms. Osadczyk explained that this money will be redistributed to other states if it is not obligated in one year. Mr. Hess stated there are \$19 million dollars in requests from Bloomington, Monroe County, and Ellettsville to use this \$2.7 million. Ultimately, a decision must be made on which projects will receive this funding and the CAC is asked to make a recommendation to the Policy Committee. Mr. Brown asked if bicycle boulevards would be an eligible project. Mr. Hess stated that this project was not submitted for consideration and may not be ready for implementation.

INDOT Project

Mr. Hess stated Indiana Department of Transportation would like to use ARRA funds for preventive maintenance of SR 46 between SR 446 and SR 135. This project would be funded with the State's share of ARRA funds and would not affect the MPO pot. This project is partially in the urbanized area and therefore would have to be amended into the TIP. Ms. Ryterband motioned to amend the project into the TIP. Mr. Miller seconded and the project passed 8-0 (Mr. Brown recused himself from the vote).

Rural Transit Projects

Mr. Hess explained that Rural Transit has proposed to use ARRA funds on three projects: a paratransit vehicle; a large light transit vehicle, and a communications system. Rural Transit will use ARRA funds received through a formulaic distribution and not from the MPO's allocation.

Bloomington Transit (BT) Projects

Mr. Hess stated that Bloomington Transit is expected to receive \$1.7million in ARRA funds directly. BT has indicated they wish to use all of this funding for the downtown transfer facility and make it a green building, preferably LEED certified. Bloomington Transit also wishes to add three projects to the TIP as illustrative in case extra funding is received: 5 hybrid buses, facility security camera system, and upgrade fare collection system.

Indiana University Campus Bus Project

Mr. Hess explained that IU Campus Bus would like to make improvements to the Park and Ride facility at the stadium. Mr. Murray explained that this would include a shelter and some basic amenities. This project is already identified in the TIP but this amendment would change the funding source to ARRA funds.

Mr. Walter motioned to approve all transit project amendments as outlined by staff. Ms. Ryterband seconded the motion and it passed unanimously.

Mr. Miller motioned to suspend the rules so that the meeting could go to 8:30pm. Ms. Cox-Ash seconded the motion and the passed unanimously.

City of Bloomington, Monroe County, Town of Ellettsville Projects

Mr. Hess quickly reviewed each of the projects submitted for consideration to use ARRA funds: Monroe County (Vernal Pike Phase II; Vernal Pike Sewer Phase I; Pavement Preservation for 4



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roads; Bridge Deck Overlay for 5 bridges), City of Bloomington (B-Line Phase II; Jackson Creek Trail; W. 3rd St.; Henderson St. Sidewalk; Atwater and Henderson Intersection Improvements; Sidewalk restoration; Pavement Preservation for 24 road segments; 4 traffic signal upgrades), and the Town of Ellettsville (Heritage Trail, and Pavement preservation for 2 roads). Mr. Walter stated that the Redevelopment Commission recently awarded Tax Increment Financing funds for the traffic signal upgrades proposed by the City. In response to a question from Mr. Miller, Mr. Hess stated that if ARRA funds go to the W. 3rd St. project than the freed-up local funds would likely go to the new railroad crossing at Johnson St.

Mr. Baker asked each member for their top pick and he recorded the responses. After three rounds of this exercise the top three priorities were identified as 1.) B-Line Trail Phase II 2.) Henderson Street Sidewalk and 3.) Jackson Creek Trail. Ms. Cox-Ash made a motion to prioritize use of ARRA funds in this order. Ms. Ryterband seconded and the motion carried unanimously.

VIII. Communications from Committee Members

A. Topic Suggestions for future agendas

Mr. Brown announced that Dr. Vuchic, author of Transportation for Livable Cities, will make a presentation on March 23 at the Indiana Law School and discuss how to implement transit.

III. Upcoming Meetings

- A.** Policy Committee – March 13, 2009 at 1:30pm (McCloskey Room)
- B.** Technical Advisory Committee – March 25, 2009 at 10:00am (McCloskey Room)
- C.** Citizens Advisory Committee – March 25, 2009 at 6:30 p.m. (McCloskey Room)

Adjournment (~8:30 PM)

*These minutes were _____ by the CAC at their regular meeting held on March 25, 2009.
(RH 3/25/2009)*

MEMORANDUM



To: MPO Citizens Advisory Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: March 18, 2009

Re: Transportation Improvement Program (TIP) Amendments – American Recovery & Reinvestment Act

Background

On February 25, 2009, the Citizens Advisory Committee (CAC) formalized recommendations to the Policy Committee on amendments to the FY2009-2012 Transportation Improvement Program (TIP) related to the American Recovery and Reinvestment Act. In addition to an Indiana Dept. of Transportation (INDOT) project and several transit projects, the CAC prioritized how to spend the BMCMPPO's allocation of American Recovery and Reinvestment Act (ARRA) funding. The CAC recommended that ARRA funds be used for the following projects (in this order): 1. B-Line Trail Phase II; 2. Henderson Street Sidewalk; and 3. Jackson Creek Trail.

Since the CAC made this recommendation a lot more information has been (and continues to be) released regarding the use of ARRA funds. For example, it has now been confirmed that the BMCMPPO will receive **\$3,057,822** in additional Surface Transportation Program (STP) funds (as opposed to the \$2.7 million initially anticipated). The Federal Highway Administration (FHWA) and INDOT continue to release guidance on project eligibility and implementation. This has had a significant impact on the projects proposed by Local Public Agencies (LPA).

At their March 13th meeting, the Policy Committee took action on the INDOT and transit TIP amendments related to ARRA. However, BMCMPPO staff requested that the Policy Committee withhold a final determination to program the BMCMPPO's allocation of ARRA funds until April 3, 2009. This will allow the Technical Advisory Committee and Citizens Advisory Committee another opportunity to reprioritize projects requesting ARRA funds using the updated project list.

The remaining ARRA-eligible projects and their descriptions can be found below. The Citizens Advisory Committee is requested to take these projects into consideration when prioritizing how the BMCMPPO should spend its \$3,057,822 in additional ARRA funds.

Monroe County

Projects removed from consideration: Vernal Pike Phase I Sewer Infrastructure

Vernal Pike (Phase II)

Monroe County wishes to use federal stimulus funds to further fund construction of Vernal Pike from Curry Pike to Woodyard Rd (Phase II). This project is already programmed in the TIP. However, adding stimulus funds to the project would warrant a TIP amendment. Monroe County requests the use of ARRA funds for Vernal Pike Phase II:

Monroe County Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
Project: Vernal Pike (Phase II)	PE					
Location: Curry Pike to Woodyard Road						
Description: Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 miles long)	ROW					
DES#: 9485590	CON	STP	\$ 5,741,140			
Support: LRTP		Local	\$ 1,435,285			
		Stimulus	\$ 1,350,260			
Allied Projects: Vernal Pike (Phase I), Curry Pike		TOTAL	\$ 8,526,685	\$ -	\$ -	\$ -

Changes to this project: \$1,435,285 in local share was added as required of the existing federal funding (\$5,741,140) for this project. This reduced the ARRA amount from \$2,785,545 to \$1,350,260.

Pavement Preservation Projects

Monroe County wishes to use federal stimulus funds to do preventive maintenance (e.g. minor resurfacing/crack seal/chip & seal) on five roads (as detailed below). Monroe County requests the use of ARRA funds for various pavement preservation projects:

Monroe County Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
Project: Pavement Preservation	PE					
Location: Hartstrait rd. from Vernal Pike to Walcott Ln That Rd from SR37 to Rogers St. Woodyard Rd. from Curry Pike to Vernal Old SR 37 from Corp Limits to Wylie Rd Old SR 37 from SR 37 to Rhorer Rd						
Description: Pavement preservation (minor resurfacing/crack seal/chip & seal)	ROW					
DES#: NA	CON					
Support:		Stimulus	\$ 701,437			
Allied Projects:		TOTAL	\$ 701,437	\$ -	\$ -	\$ -

Changes to this project: The project cost was reduced from \$848,807 to \$701,437.

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Bridge Deck Overlays

Monroe County wishes to use federal stimulus funds to do bridge deck overlays on five local bridges (as detailed below). Monroe County requests the use of ARRA funds for various bridge deck overlay projects:

Monroe County Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Bridge Deck Overlay	PE				
Location: Rogers St. Bridge #77 over Jackson Creek That Rd. Bridge #122 over Clear Creek Gordon Pike Bridge #74 over Clear Creek Grimes Ln. Bridge #904 over Jordan River That Rd. Bridge #79 over Clear Creek					
Description: Bridge Deck Overlay for various locations (see above)	ROW				
DES#: NA	CON				
Support:	Stimulus	\$ 755,281			
Allied Projects:	TOTAL	\$ 755,281	\$ -	\$ -	\$ -

Changes to this project: The project cost was reduced from \$860,920 to \$755,281

City of Bloomington

Projects removed from consideration: West 3rd St., Henderson Sidewalk Construction, and Atwater/Henderson Signal

B-Line Multi-use Trail (Phase II)

The City of Bloomington wishes to use federal stimulus funds to construct Phase II of the B-Line Trail from 2nd St. to Grimes Ln. and Rogers St. to Adams St. Bloomington requests the use of ARRA for construction of Phase II of the B-Line Multi-use Trail:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: B-Line Trail (Phase II)	PE				
Location: 2nd Street to Grimes & Rogers St. to Adams					
Description: Construct 1.2 miles of paved multi-use greenway trail	ROW				
DES#: na	CON				
Support: LRTP, GPP, BATGSP, PMP	State Stimulus		\$ 1,300,000		
Allied Projects: B-Line Trail (Phase I)	TOTAL	\$ -	\$ 3,289,723	\$ -	\$ -

Changes to this project: The State share of this project was increased from \$900,000 to \$1,300,000. The Stimulus share of this project was decreased from \$2,389,723 to \$1,989,723.

Jackson Creek Trail (Phase I)

The City of Bloomington wishes to use federal stimulus funds to further fund construction of Phase I of the Jackson Creek Trail from Sherwood Oaks Park to Rogers Rd. Bloomington requests the use of ARRA funds for construction of Phase I of the Jackson Creek Trail:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Jackson Creek Trail (Phase I)					
Location: Adjacent to Jackson Creek, Rogers Road to Sherwood Oaks Park	PE				
Description: Construction of a multi-use trail for non-motorized use, including site amenities.	ROW				
DES#: 0200987	CON				
Support: LRTP, GPP, BATGSP, PMP	Stimulus	\$ 722,166			
Allied Projects: Clear Creek Trail, Bloomington Rail Trail	TOTAL	\$ 722,166	\$ -	\$ -	\$ -

Changes to this project: The TE cost share of this project (\$500,000) was removed and increased the Stimulus amount to \$722,166.

Sidewalk Restoration

The City of Bloomington wishes to use federal stimulus funds to restore sidewalks at various locations around the City along federally functionally classified roads (arterials and collectors). Bloomington requests the use of ARRA funds for various pavement preservation projects:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Sidewalk Restoration					
Location: Various locations across the City along federally functional classified roads	PE				
Description: Sidewalk repair and upgrades to address accessibility	ROW				
DES#: na	CON				
Support: BPTGSP	Stimulus	\$ 500,000			
Allied Projects:	TOTAL	\$ 500,000	\$ -	\$ -	\$ -

Changes to this project: There were no changes to this project

Traffic Signal Modification

Bloomington wishes to use federal stimulus funds to upgrade four traffic signals: Walnut St. @ 3rd St.; Walnut St. @ 4th St.; College Ave. @ 3rd St.; and College Ave. @ 4th St. Bloomington requests the use of ARRA funds for traffic signal modification projects:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Traffic Signal Modification					
Location: Walnut and 3rd intersection Walnut and 4th intersection College and 3rd intersection College and 4th intersection	PE				
Description: Upgrade of existing traffic signals	ROW				
DES#: na	CON				
Support:	Stimulus	\$ 495,440			
Allied Projects:	TOTAL	\$ 495,440	\$ -	\$ -	\$ -

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Changes to this project: The intersections were changed from Walnut @ Kirkwood, Walnut @ 6th, College @ Kirkwood, College @ 6th TO Walnut @ 3rd, Walnut @ 4th, College @ 3rd, College @ 4th.

Pavement Preservation Projects

Bloomington wishes to use federal stimulus funds to do preventive maintenance (e.g. minor resurfacing/crack seal) on twelve roads (as detailed below). Bloomington requests the use of ARRA funds for various pavement preservation projects:

City of Bloomington Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Pavement Preservation Location: 10th St. from Walnut to Dunn 7th St. from College to Walnut Atwater Ave. from Henderson to Mitchell College Ave. from 7th to 17th College Mall Rd. from Moores Pike to Bypass Dunn St. from 17th to Matlock High St. from Hillside to S. Covenanter Moores Pike from Sare to Smith Rogers St. from 3rd to Country Club Smith Rd. from 3rd St. to Moores Pike Walnut St. from 4th to 17th Walnut St. from 1st to Country Club	PE				
Description: Pavement preservation (minor resurfacing & crack seal)	ROW				
DES#: na	CON				
Support:	Stimulus	\$ 329,378			
Allied Projects:	TOTAL	\$ 329,378	\$ -	\$ -	\$ -

Changes to this project: The scope of this project was cut in half when all ‘microsurfacing’ projects were removed. Only the ‘crack seal’ projects and minor resurfacing project on S. Walnut remains. The project cost has gone down from \$700,047 to \$329,378.

Town of Ellettsville

Ellettsville Heritage Trail

Ellettsville wishes to use federal stimulus funds to construct the Heritage Trail. Ellettsville requests the use of ARRA funds for construction costs of the Ellettsville Heritage Trail:

Town of Ellettsville Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Ellettsville Trail Location:	PE				
Description: Construction of a multi-use trail for non-motorized use, including site amenities.	ROW				
DES#: 0301167	TE	\$ 169,640			
Support: n/a	Local	\$ 42,403			
	TE	\$ 212,013			
	Stimulus	\$ 893,805			
Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail	TOTAL	\$ 1,105,818	\$ -	\$ -	\$ -

Changes to this project: There were no changes to this project

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Pavement Preservation Projects

Ellettsville wishes to use federal stimulus funds to do preventive maintenance (e.g. minor resurfacing/crack seal/chip & seal) on two roads (as detailed below). Ellettsville requests the use of ARRA funds for various pavement preservation projects:

Town of Ellettsville Projects	Funding Source	Fiscal Year			
		2009	2010	2011	2012
Project: Pavement Preservation					
Location: Matthew Dr. from SR46 to Corporate Limits Reeves Rd. from Loudon to Association	PE				
Description: Pavement preservation (minor resurfacing/crack seal/chip & seal)	ROW				
DES#: na	CON				
Support:	Stimulus	\$ 76,997			
Allied Projects:	TOTAL	\$ 76,997	\$ -	\$ -	\$ -

Changes to this project: There were no changes to this project

Requested Action

The Citizens Advisory Committee is requested to make a recommendation to the Policy Committee as to how the BMCMPPO should spend its \$3,057,822 ARRA allocation.

Action Summary Table

Stimulus Funding Category	Project Sponsor	Project	Stimulus Funding Requested	Action Requested
ARRA STP	Monroe County	Vernal Pike from Curry Pk to Woodyard Rd	\$1,350,260	Prioritize \$3,057,822 in projects
	Monroe County	Pavement Preservation (Hartstrait, That, Woodyard, Old SR37)	\$701,437	
	Monroe County	Bridge Deck Overlay (Rogers #77, That #122, Gordon #74, Grimes #904, That #79)	\$755,281	
	City of Bloomington	**B-Line Trail Phase 2	\$1,989,723	
	City of Bloomington	Jackson Creek Trail	\$722,166	
	City of Bloomington	Sidewalk Restoration along functional class roads	\$500,000	
	City of Bloomington	Pavement Preservation (10th, 17th, 2nd, 3rd, Dunn, Henderson, Kirkwood, Rogers, Sare, 7th, Atwater, College, High, Moores Pk, Rogers St. Smith, Walnut)	\$329,378	
	City of Bloomington	Traffic Signal Modification (Walnut, College)	\$495,440	
	Ellettsville	Heritage Trail	\$893,805	
	Ellettsville	Pavement Preservation (Matthew, Reeves)	\$76,997	
Total			\$7,814,487	

MEMORANDUM



To: MPO Citizens Advisory Committee (CAC) Members
From: Raymond Hess, AICP
Senior Transportation Planner
Date: March 18, 2009
Re: Long Range Vision Statement/Project Prioritization Discussion

Background

In June 2008, a member requested that the Citizens Advisory Committee consider a scoring or rating system to evaluate individual projects, especially against the Long Range Transportation Plan Vision Statement and the recently adopted Complete Streets Policy. Copies of the Long Range Transportation Plan Vision Statement were distributed at subsequent meetings. Additionally, examples of how other communities prioritize projects were distributed in November 2008 and are available in full online (at <http://bloomington.in.gov/media/media/application/pdf/4430.pdf>). Staff has been asked to synthesize this information in a more compact form.

Transportation Vision Statement (*short version*)

The Long Range Transportation Plan identifies the following needs:

- Develop a truly multi-modal system;
- Create a fully developed network of alternative transportation facilities;
- Reduce the number and length of auto trips;
- Achieve a better relationship between land uses to reduce auto dependency;
- Achieve the widest possible range of alternatives to the automobile;
- Make transportation investments that are consistent with comprehensive plans;
- Make transportation investments that protect the environment, promote energy conservation, and improve quality of life;
- Increase safety for all users of the transportation system;
- Support economic vitality through strategic transportation investments;
- Improve the movement of goods through the transportation system;
- Promote fiscally sound transportation investments and maximize financial resources; and
- Preserve existing transportation investments through operational improvements.

NOTE: The following three prioritization synopses from other MPOs do not necessarily include all project types. A sampling is provided merely to illustrate the methodology employed by these MPOs.

Saginaw Metropolitan Area Transportation Study

The Saginaw (MI) MPO ranks projects in the TIP as follows:

- Eligibility: Projects must be on the National Functional Classification Map and in the Long Range Transportation Plan or recommended by staff or the TAC
- Categories: Projects are identified as Capacity Improvement, Preservation and Rehabilitation, Intersection Improvement, Bicycle Project, or Pedestrian Project/ADA ramps. The MPO allocates a certain percentage of available funds to each of these project categories.
- Scoring: Each project is scored using the following criteria (out of a total of 200 pts)
 - *Road Capacity* (40 pts) - traffic count weighed against the capacity of the road

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- *Road Safety* (40 pts) - normalized crash rate, shoulder design, presence of sidewalks, ADA compliance
- *Inter-modal Connection & Economic Development* (30 pts) - access to either air, water ports, highway, or rail within one mile radius; and improved passenger access to intercity bus, intracity bus, air, highway, passenger rail, or water ports
- *Project Readiness* (40 pts) - status of right-of-way acquisition, utility relocation, allocation of local funds, and engineering/environmental assessment
- *Land Use Suitability* (20 pts) - local jurisdiction support; and improved access to public, commercial, residential, or industrial uses within .5 miles
- *Congestion Management & Resource Conservation* (20 pts) - supports Intelligent Transportation Systems (ITS) or Access Management; and includes bike trails, hiking trails, or landscape elements
- *Extra Project Benefits* (10 pts) - any extra benefits not already identified

Portland Metro Area

The Portland (OR) MPO ranks projects in the TIP as follows:

- Land Use: the primary goal is to leverage economic development in priority land use areas (mixed use areas, industrial areas, among others).
- Other Objectives:
 - Emphasize modes that do not have other sources of revenue;
 - Complete gaps in modal systems
 - Develop a multi-modal transportation system
 - Meet State requirements (for air quality) and provide bike/ped facilities
- Project Categorization and Scoring: Projects are generally scored on four basic principals: Modal Performance; Safety; Land Use Objectives; and Cost Effectiveness
 - *Bicycle Evaluation*
 - Modal Performance (25 pts) – ridership; population and employment; and connectivity
 - Safety (20 pts) – vehicular speed and volume; safety elements
 - Land Use (40 pts) – new bike trips serve identified priority land uses; economic and community development
 - Cost Effectiveness (15 pts) – cost vs. ridership; cost vs. linear mile
 - *Boulevard Evaluation*
 - Modal Performance (25 pts) – reduction of vehicular speeds; optimum sidewalk width, bike/ped/transit enhancements
 - Safety (20 pts) – safety problem correction; reduction in potential hazards to walking/biking/transit use
 - Land Use Objectives (40 pts) – location in priority land uses; regional design hierarchy; and economic and community development
 - Cost Effectiveness (15 pts) – cost vs effectiveness;
 - Green Street Bonus (10 pts) – street trees; green street design
 - *Freight Evaluation*
 - Modal Performance (25 pts) – time travel reliability; improvements to freight network
 - Safety (20 pts) – technical panel assessment of project; upgrade to bike/ped facilities
 - Land Use Objectives (40 pts) – location in and improvement to priority land uses; economic and community development

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- Cost Effectiveness (15 pts) – reduction in VMT and travel time; benefits multiple freight modes (air, marine, pipeline, rail, truck)
- *Green Street Retrofit*
 - Modal Performance (55 pts) – removal of storm water runoff from sewer system; tree preservation/plantings; impervious surface; infiltration devices
 - Safety (20 pts) - technical panel assessment of project; upgrade to bike/ped facilities
 - Land Use (10 pts) – location in a priority land use
 - Cost Effectiveness (15 pts) - amount of project infiltrated vs. cost
- *Pedestrian Evaluation*
 - Modal Performance (25 pts) – location in high pedestrian activity area; upgrade to pedestrian facilities resulting in new pedestrian trips.
 - Safety (20 pts) – addresses a documented safety problem; project location currently deters walking;
 - Land Use (20 pts) – location in priority land use; economic and community development
 - Cost Effectiveness (15 pts) – mobility at a reasonable cost
- *Road and Bridge Capacity Projects*
 - Modal Performance (25 pts) – level of congestion; connectivity and inclusion of ITS
 - Safety (20 pts) – a technical panel will evaluate the normalized crash rate, sight lines, roadway design, and the projects ability to address safety issues; upgrade to bike/ped facilities
 - Land Use (40 pts) – project provide access to priority land use destinations; economic development
 - Cost Effectiveness – cost vs vehicle hour of delay eliminated
 - Bonus – project is on a transit route or removes barriers to freight; project incorporates green street principles
- *Transit Oriented Development Evaluation*
 - Modal Performance (25 pts) – increase in transit/bike/ped trips;
 - Density (20 pts) – increase in density (residential or employment)
 - Land Use (40 pts) – location in land use priority area; economic and community development
 - Cost Effectiveness (15 pts) – cost per VMT reduced
- *Transit Start-up Evaluation*
 - Increased Ridership (25 pts) – new boardings
 - Safety (20 pts) – proximity (1/4 mi) to general population and transit dependent populations
 - Land Use (40 pts) – access to centers, central city, and mixed use developments; economic and community development
 - Cost Effectiveness (15 pts) – cost vs new boardings

Denver Regional Council of Governments

The Denver (CO) MPO ranks projects in the TIP as follows:

- Eligibility – projects must be identified in the Long Range Transportation Plan
- Limitations – the number of project submittals by a local public agency (LPA) is limited by population

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- Funding targets – proportional allocation to each project type is identified (Roadway capacity, Roadway operational improvements, Roadway reconstruction, Studies, Transit Capacity Projects, Transportation Enhancement Activities)
 - *Roadway Capacity*
 - Current Congestion (12 pts) – volume/capacity ratios
 - Safety (5 pts) – crash reduction
 - Cost Effectiveness (10 pts) – cost per person-of-miles-traveled
 - Condition of major structure (5 pts) – bridge sufficiency rating
 - Long Range Plan Score (15 pts) – Long range plan assigns scores to all projects
 - Transportation System Management (5 pts) – provision of median barriers, access control, left turn lanes at signalized intersections, signal interconnection, ITS infrastructure, or an approved incident management plan project
 - Multimodal connectivity (10 pts) – provision of future transit facilities; other transit amenities; bike amenities; pedestrian amenities
 - Overmatch (12 pts) – providing more local match than is required
 - Project related vision implementation and Strategic Corridors (12 pts) – implementation of and proximity to strategic corridors (airport; urban centers; and strategic highway corridors)
 - Sponsor-related vision implementation (14 pts) – this vision identifies priority areas: preserve open space; develop urban centers; increase population density; enter into a revenue sharing agreement; establish an urban reserve planning area; adopt senior-friendly development policies; implement affordable housing; establish a stormwater utility; establish alternative mode plans and connections; sign the mile high compact, reduce air pollution.
 - *New Bus Service Projects*
 - Usage (16 pts) – projected daily boardings
 - Cost Effectiveness (16 pts) – subsidy per passenger
 - Usage Support Programs (8 pts) – marketing, pedestrian access, transit service cost reduction (employer offered benefits)
 - Long Term Funding (14 pts) – demonstration of funding support for 5 years
 - Connectivity (8 pts) – fills a service gap, new connection to park & ride and existing transit routes
 - Overmatch (12 pts) - providing more local match than is required
 - Project related vision implementation and Strategic Corridors (12 pts) – implementation of and proximity to strategic corridors (airport; urban centers; and strategic highway corridors)
 - Sponsor-related vision implementation (14 pts) – this vision identifies priority areas: preserve open space; develop urban centers; increase population density; enter into a revenue sharing agreement; establish an urban reserve planning area; adopt senior-friendly development policies; implement affordable housing; establish a stormwater utility; establish alternative mode plans and connections; sign the mile high compact, reduce air pollution.
 - *Bicycle/Pedestrian Projects*
 - Priority Corridors (4 pts) – provision of priority facilities or facilities along priority corridors
 - Safety (12 pts) – relevant crash history data, vehicular speed, lighting
 - Connectivity (18 pts) – closing an existing gap in the bike/ped network; provides direct access to employment centers or other destinations; eliminates a bike/ped barrier; provides new access to transit

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- Multiple Enhancement (4 pts) – bidirectional use by bikes & peds; provision of bike lockers/racks; acquisition of scenic easements; conversion of a rails to trails
- Usage (12 pts) – estimated user base within a 1.5 mile radius of a bike project or .5 mile radius of a ped project.
- Cost Effectiveness (12 pts) – cost per user base
- Overmatch (12 pts) – providing more local mach than is required
- Project related vision implementation and Strategic Corridors (12 pts) – implementation of and proximity to strategic corridors (airport; urban centers; and strategic highway corridors)
- Sponsor-related vision implementation (14 pts) – this vision identifies priority areas: preserve open space; develop urban centers; increase population density; enter into a revenue sharing agreement; establish an urban reserve planning area; adopt senior-friendly development policies; implement affordable housing; establish a stormwater utility; establish alternative mode plans and connections; sign the mile high compact, reduce air pollution.

MEMORANDUM



To: MPO Citizens Advisory Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: March 18, 2009

Re: Transportation Improvement Program (TIP) Amendment – Bloomington Transit Operational Assistance

Bloomington Transit
Operational Assistance

Bloomington Transit has indicated a need to update its operational assistance as identified in the FY 2009-2012 Transportation Improvement Program (TIP). The FTA 5307 portion of the project will increase from \$936,000 to \$1,286,000. This is the result of increased fuel costs over what was projected early last year. Bloomington Transit requests the TIP be amended to update operational assistance as follows:

Bloomington Transit Projects		Fiscal Year			
		2009	2010	2011	2012
Project: Operational Assistance	FTA 5307	\$ 1,286,000	\$ 1,337,440	\$ 1,390,938	\$ 1,446,575
Description: Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	\$ 208,000	\$ 216,320	\$ 224,973	\$ 233,972
	FTA 5317	\$ 26,000	\$ 27,040	\$ 28,122	\$ 29,246
	PMTF	\$ 2,052,272	\$ 2,134,363	\$ 2,219,737	\$ 2,308,527
	Local	\$ 1,742,000	\$ 1,811,680	\$ 1,884,147	\$ 1,959,513
DES#: n/a	Fares	\$ 1,185,600	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639
Support: LRTP, GPP, TDP	TOTAL	\$ 6,499,872	\$ 6,759,867	\$ 7,030,262	\$ 7,311,472

Recommendation Requested: The CAC is requested to make a recommendation to the Policy Committee on Bloomington Transit's updated project costs for operational assistance.



cbp projects

Available Community Projects

Anderson

Avilla

Bloomington

Citizens Advisory Committee Corridor Charrette

West Second Street Corridor Vision Plan – This project would facilitate a visioning process for the design of the West Second Street Corridor from Washington Street to State Road 37 (~2.5 miles). West Second Street is a major east/west arterial that transects Bloomington. It is bordered by a myriad of uses including core neighborhoods, City parks, Bloomington Hospital, and professional, commercial, and residential uses. This project would develop the streetscape design preferred land uses and their intensity, and the context of the corridor and the surrounding environment (character zones). The end result will give a clear vision and definition of the design, context, and intensity of the corridor for land uses and their relationship with the modes of transportation within the corridor.

Timeline: TBD

Partners: Citizens Advisory Committee

Citizens Advisory Committee Studio Project'

'Complete Street' Design for Allen Street – This project would formulate design recommendations with specific emphasis on alternative transportation for Allen Street from Henderson Street to Rogers Street (~0.6 miles). Allen Street experiences relatively little vehicular traffic but does present design challenges such as appropriate crossing treatments at high traffic intersections and right-of-way width. It is identified to serve the needs of bicyclists and pedestrians who wish to access key destinations such as the downtown B-Line multi-use trail, core neighborhoods, an elementary school, and one of the City's most popular parks (Bryan Park). The end result will provide a design which facilitates use of Allen Street as a 'bicycle boulevard,' encourages the use of this street as a 'safe route to school,' and serve the needs of adjacent neighborhoods.

Timeline: TBD

Partners: Citizens Advisory Committee

Fort Wayne

Indianapolis

Marion

Muncie